

THE COQUILLE HERALD

VOL. 33, NO. 38

COQUILLE, COOS COUNTY, OREGON, TUESDAY, JUNE 8, 1915.

PER YEAR \$1.50

CITY DIRECTORY

Fraternal and Benevolent Order

A. F. & A. M.—Regular meeting of A. F. & A. M., Chapter No. 68 A. F. & A. M., at Masonic Hall, every Saturday night in each month on or before the full moon. L. A. LILJEVIST, W. M. K. H. MAST, Secretary.

O. E. S.—Regular meeting of Beulah Chapter No. 6, second and fourth Friday evenings of each month, in Masonic Hall. EMMA LILJEVIST, W. M. ANNA LAWRENCE, Sec.

I. O. O. F.—Coquille Lodge No. 53, I. O. O. F., meets every Saturday night in Odd Fellows Hall. H. B. MOORE, N. G. H. B. LAWRENCE, Sec.

MAMIE REBEKAH LODGE, No. 20, I. O. O. F., meets every second and fourth Wednesday nights in Odd Fellows Hall. EMMA LILJEVIST, W. M. ANNA LAWRENCE, Sec.

COQUILLE ENCAMPMENT, No. 25, I. O. O. F., meets the first and third Thursday nights in Odd Fellows Hall. J. S. BARTON, N. G. J. S. LAWRENCE, Sec.

K. NIGTHS OF PYTHIAS—Lycargus Lodge No. 72, meets Tuesday nights in W. O. W. Hall. R. R. WATSON, K. R. S. O. A. MINTON, C. C.

PYTHIAN SISTERS—Justus Temple No. 35, meets first and third Monday nights in W. O. W. Hall. MRS. GEORGE DAVIS, M. E. C. MRS. FRED LINDBER, K. of R.

RED MEN—Coquille Tribe No. 46, I. O. R. M., meets every Friday night in W. O. W. Hall. J. S. BARTON, Sachem. A. P. MILLER, C. of R.

M. W. A.—Regular meetings of Beulah Chapter No. 10, 550 in M. W. A. Hall, Front street, first and third Saturdays in each month. H. B. TOZIER, Consul. F. C. TICE, Clerk.

R. N. A.—Regular meeting of Laurel Chapter No. 2972 at M. W. A. Hall, Front street, second and fourth Tuesday nights in each month. MARY KERN, Oracle. LAURA BRANDON, Sec.

W. O. W.—Myrtle Camp No. 197, meets every Wednesday at 7:30 p. m. at W. O. W. Hall. Lee Currie, C. C. JOHN LENSEN, Sec.

EVENINGTIME CIRCLE No. 214, meets second and fourth Monday nights in W. O. W. Hall. ANNE BUCKHOLDER, G. N. MARY A. PIERCE, Clerk.

FARMERS UNION—Regular meetings second and fourth Saturdays in each month in W. O. W. Hall. FRANK BUCKHOLDER, Pres. O. A. MINTON, Sec.

FRATERNAL AID No. 398, meets the second and fourth Thursdays each month at W. O. W. Hall. MRS. CLAS EYLAND, Pres. MRS. LORA HARKINGTON, Sec.

Educational Organizations and Clubs

WOMAN'S Study Club—Meets 2:30 p. m. at city library every second and fourth Monday. HARRIET A. LONGSTON, Pres. FRANCES E. EPPERSON, Sec.

COQUILLE EDUCATIONAL LEAGUE—Meets monthly at the High School Building during the school year for the purpose of discussing educational topics. BECKIE SKEELS, Pres. EDNA HARKINGTON, Sec.

KO KEEL KLUB—A business men's social organization. Hall in Laird's building, Second street. L. J. CARY, Pres. W. C. ENDICOTT, Sec.

COMMERCIAL CLUB—Leo J. Cary, President; L. H. HAZARD, Secretary

Transportation Facilities

TRAINS—Leave, south bound 8:10 a. m. and 2:40 p. m. North bound 9:20 a. m. and 4:20 p. m.

BOATS—Six boats plying on the Coquille river afford ample accommodation for carrying freight and passengers to Bandon and way points. Boats leave at 7:30, 8:30, 9:20 and 9:50 a. m. and at 1:00, 3:30 and 4:45 p. m.

STAGE—J. L. Laird, proprietor. Departs 5:30 p. m. for Roseburg via Myrtle Point, carrying the United States mail and passengers.

POSTOFFICE—A. F. Linegar, postmaster. The mails close as follows: Myrtle Point 7:40 a. m. 5:20, 2:35 p. m. Marshfield 9:06 a. m. and 4:15 p. m. Bandon, way points, 8:45 a. m. Norway and Arago 2:55 p. m. Eastern mail 5:20 p. m. Eastern mail arrives 7:30 a. m.

City and County Officers

Mayor—J. T. Morrison
Recorder—J. S. Lawrence
Treasurer—R. H. Mast
Engineer—P. M. Hall-Lewis
Marshal—A. P. Miller
Night Marshal—Oscar Wickham
Water Superintendent—S. V. Epperson
Fire Chief—W. C. Chase
Commissioner—Jesse Byers, C. T. Skeels
C. I. Kime, Ned C. Kelley, W. H. Lyons, O. C. Sanford, Regular meetings first and third Mondays each month.

Justice of the Peace—J. Stanley
Constable—Ned C. Kelley
County Judge—James Watson
Commissioners—W. T. Dement, Geo. J. Armstrong
Clerk—Robt. Watson
Sheriff—Alfred Johnson, Jr.
Treasurer—T. M. Dimmick
Assessor—T. J. Thrift
School Supt.—Raymond E. Baker
Surveyor—G. F. McCulloch
Coroner—E. E. Wilson
Health Officer—Dr. Walter Gulin

Societies will get the very best
PRINTING
at the office of Coquille Herald

THE BATTLE OF THE TIRES

(Agricultural and Commercial Press Service)

It is interesting to watch the forces of civilization battling for supremacy. The struggle now going on between the rubber and the iron tire promises to be the liveliest contest of the Twentieth Century.

The struggle is a silent one and there are no war correspondents to write vivid descriptions of the conflict but the results are more far-reaching to present and future generations than the war of Europe.

The rubber tire has been maneuvering for point of attack for several years and has entered a few unimportant positions in traffic, but it has now pitched a decisive battle with its iron competitor by hurling a million "blitzes" at the street railways and the battle is raging from ocean to ocean. Upon the result of the struggle depends the future of the rubber tire. If it is compelled to retreat, its doom is sealed, but if it wins the battle it will revolutionize the transportation methods of this nation.

If the rubber tire conquers the street traffic its next struggle is with the railroads of the country, and then the greatest battle between economic forces ever fought out on the face of this earth is on, for iron is the undisputed master in transportation, and is fortified behind billions of dollars, and millions of men.

Stephenson applied the steel tire to an iron rail in 1814 but it was 1869 before the golden spike was driven at Promontory Point, which bound the country together with bands of steel. It took the iron tire fifty-five years to creep from ocean to ocean, but the rubber tire while warm from the creative mind of the inventive genius sped across the continent like an arrow shot from the bow of Ulysses. The roadbed was already prepared and therein lies the power of the rubber tire over that of iron, for government builds and maintains the public highway.

But iron is a stubborn metal and it has mastered every wheel that turns; has fought battles with every element above and beneath the earth and has never tasted the wormwood of defeat, and when rubber hurls its full force against this monarch of the Mineral Kingdom, it may rebound to the factory stunned beyond recovery.

The rubber tire first made its appearance on the bicycle, but it proved a frivolous servant and was dismissed for incompetency. It has always been too much inclined to revel in luxury to be taken seriously as a utility machine and its reputation is not one to inspire confidence in heavy traffic performance.

But to those who care to waft into dreamland, it is enchanting to note that there will be a marvelous difference between a rubber and an iron tire. The rubber tire will scatter the cities throughout the valleys for with transportation at every man's door, why a city? It will traverse the continent with a net work of Macadam highways as beautiful as the boulevard built by Napoleon. It will paralyze the law making bodies of this nation for how could the legislatures run without the railroads to operate on?

Capital and labor have always been glaring at each other ever gulf of misunderstanding and if the Federal Industrial Commission attempts to bridge the chasm, it will render the public a distinct service.

The farmer has been sitting on the fence watching capital and labor fight for many years and incidentally furnishing the sinews of war and it is quite gratifying to find them talking with, instead of about, each other. When honest men smile and look into each other's souls, it always makes the world better and far more satisfactory to the farmer, who in the end, bears the burden of conflict, than resolutions, speeches or pamphlets containing charges and counter-charges.

The love for justice makes the whole world kin. Understanding is an arbiter far more powerful than the mandates of government, for there is no authority quite so commanding as an honest conscience; there is no decree quite so binding as that of the Supreme Court of Common Sense and no sheriff can keep the peace quite so perfect as Understanding.

We suppose the time will never come when capital and labor will not be occasionally blinded by the lightning flashes of avarice or frightened by the thunder peals of discontent. But Understanding is a Prince of Peace that ever holds out the olive branch to men who want to do right. A man's income is always a sacred thing for in it are the hope, ambition and opportunity of himself, and family, but there is nothing in a human heart quite so divine as Justice and Understanding is its handmaiden.

ENFORCEMENT OF GAME LAW

Made Easier by Change in Public Sentiment

A few years ago it was impossible to get a jury to convict people in certain parts of the state for violation of game laws. This is gradually changing. Farmers and other landowners have become more interested in game protection. They have come to understand that game is one of our most valuable resources.

From the time the Fish and Game Commission took office, on May 21, 1911, to December 1, 1912, 632 arrests were made for violation of the game laws. Out of this number, 420 convictions were secured, or 66 2/3 per cent of the persons arrested were convicted.

During the year 1913, there were 312 arrests and 229 convictions, or 73 per cent of those arrested were convicted.

During the past year of 1914, there were 333 arrests and 307, or 92 per cent of those arrested were convicted.

In the biennial report of the California Fish and Game Commission recently published, concerning the arrests and convictions during the past two years, it says:

"The percentage of convictions obtained, 83 per cent, is, so far as we know, the highest ever obtained in the country by any Fish and Game Board."

The credit for the high percentage of convictions in game cases, and for the improvement of game conditions in Oregon, must be given to the warden service throughout the state. These men have worked carefully and intelligently to interest people in the value of our game resources, and to get co-operation in making Oregon a great game state.

Shriners are Active

Seattle, Wash.—Seventy-five per cent of the tourists who visit the California exposition and do not intend to remain, in the southern state for a long period of time, will return home through the Pacific Northwest, according to prominent Shriners returning to Seattle from extended trips through California.

While the past winter's "crop" of tourists has not been up to the usual standard, due to business conditions, the tide has already turned and immediately after June first the hordes will begin to roll in. The European war has compelled many to turn westward for their travel and the entire Northwest will profit immeasurably from it this summer. At least 100,000 nobles with wives and children will visit Seattle in July for the Imperial Council session of the Shrine. One railroad has already contracted for sixty special trains to bring the hosts to Puget Sound, and a total of more than 150 specials is estimated.

In returning home these tourists will go via Tacoma, Portland and San Francisco, except such delegates as come direct from the south, who will go home by the northern route. Elaborate preparations are being made in these cities for the entertainment of the nobles.

Seattle will spend more than \$100,000 in giving the Shriners the time of their lives while in the Northwest. Side trips, extensive social fetes, parades, pageants, band concerts, balls and similar events are already scheduled for the week.

Can't Shift Number Plates

Ben W. Olcott, secretary of state, has issued the following warning to owners of motor vehicles:

Chapter 350, Laws 1915, in effect May 22, 1915, provides that number plates cannot be transferred from one motor vehicle to another motor vehicle.

The number plates assigned by the Secretary of State to a motor vehicle remain with such motor vehicle during the year for which it is registered. It is the motor vehicle that is registered not the owner.

Upon sale of a motor vehicle the purchaser must notify the Secretary of State. He will furnish a transfer blank which must be signed by the purchaser and returned for filing together with the statutory fee of \$1.00. No sale or transfer is valid unless the required transfer notice is given by the purchaser and the fee paid by him.

The foregoing requirements in effect May 22, 1915.

Yale Professor Declares Outcry is Hysterical

The following protest against the antagonistic attitude toward Germany displayed frequently in America was written for the New York Times by Vandell Henderson, professor of physiology at Yale university.

Professor Henderson was born in Kentucky and educated at Yale and in Germany. He served as ensign in the United States navy during the war with Spain and as naval aid to General Miles in the Porto Rican Expedition. He has taken an active part in politics. He is a member of many learned societies and is the author of numerous scientific articles. Professor Henderson's letter to the Times follows:

"Yale University, May 18, 1915. Now, if ever, those who do not agree with the popular outcry against Germany should speak out and should stand stubbornly against

are the rapidly multiplying breed of Anglomaniacs. "Many of the Anglomaniacs among us seem to have forgotten that the Lusitania was not an American ship and to care more for British ships than for our own. The continuance of British domination over the seas seems to be their chief concern. It is true that the British navy protects us and could punish us almost as much as if we were still a British colony. But it would be better for our self-respect if we had to stand on our own legs.

"If we were compelled to maintain an efficient navy and to require universal military service of our young men on the plan employed in Switzerland and Australia we would not be open to such jeers at us and at our president as rang through the London music halls a few days ago.

GENERAL HUERTA SALUTES AMERICA.

Photo by American Press Association.

Latest photograph of former Mexican dictator since his arrival in this country.

prejudice, abuse and ridicule for fair play and neutrality. We are drifting on a wave of pro-British sentiment which, unless we stop, may finally sweep us into a war in which there can be no profit or honor, but only loss, misery and death.

"For America to make war on Germany now would be an act of self-respect, but of hysteria and cowardice. It would be as cowardly as for an individual, seeing one man bravely defending himself against three, to try to trip up that one. However much we may dislike the one, surely we should, under such circumstances, feel our selves, in President Wilson's splendid words, 'too proud to fight.'

"Germany's case has never been fairly put before Americans, while England's case has been presented with consummate skill. It is too late to remedy this condition. But everyone who cares for America first should at least protest against those who by appeals to prejudice and hatred are trying to drag our country into this war. I refer particularly to the gross and repeated misrepresentations of German aims and civilization which ex-President Charles W. Eliot has published in the New York Times and elsewhere and to the talk in which Theodore Roosevelt has recently indulged.

"No men living have in the past done greater service for America than Eliot and Roosevelt. But if their words and influence become, as they may, straws that will weigh the balance down for war, they will thereby have done their country a harm greater than all their services. One of the deplorable results of such talk is that the German-Americans are now sneered at as 'hyphenated Americans'. The only hyphenated Americans who really deserve our contempt and dislike

"Around Germany is a ring of millions of enemies mad with hatred. Suppose that American ammunition enables them to break in. How will German women fare at the hands of such savages with a veneer of discipline as Cossacks, Gurkhas, Sikhs, Turcos and Senegambians? Would not our forefathers have been justified in any act which would have kept arms out of the hands of the Indians who ravaged northern New York under Burgoyne?

"It is claimed that we and our women and children have a right to sail up and down the English channel and the Irish sea on British ships. But we have an equal right to sail the North sea in German ships. England prevents us from enjoying the latter right or from even traveling on our own ships to Germany with a new kind of blockade. We have protested, but we should not think of going to war with England. Germany advises us not to travel on British ships. War is organized murder, and in this death grapple of the English for continued supremacy and of the Germans for existence one side has fundamentally as much right and necessity in trying to starve and strangle by sweeping ships off the sea as has the other.

"Compared to what England and Germany have at stake our interest is a trifle, to be covered by higher rates of marine insurance—to be paid by the consignees of our shipments.

"We ought to have protested against the subjugation of Belgium. But if an international court ordered Germany out of Belgium it would be bound to require Russia to give Finland back her constitution and to stop persecuting Jews and Poles. It would have to order England out

(Continued on Page 2)

STATE INDUSTRIAL REVIEW

Compiled by State Bureau of Industries and Statistics

The Fort Rock-Bend highway is to be built.

Lake county will build a hospital at Lake View.

North Plains is struggling for a cheese factory.

St. Johns—Star Sand Co. will erect \$35,000 dock.

Silverton would improve Church street with concrete.

April wheat shipments from Portland 916,915 bushels.

Florence voted \$5000 to build addition to school house.

Bandon has sold \$14,000 bonds for a new school house.

The new cannery at the Dalles is to be ready by June 10th.

Eugene people moving for a new twelve-room grade school.

Albany planning to erect some beautiful pergola gateways.

Brownsville—Oregon Power Co. installing lighting system.

Eugene—two rooms and furnace ordered added to high school.

Marshfield—Perry and Nicholson open large new furniture store.

John Roesch of LaGrande plans to build \$20,000 hotel at Union.

Raising deer for Portland market is new Douglas county industry.

To supply meters to all Portland water users is to cost \$1,000,000.

D. R. Wiggins, Portland may operate the Glendale box factory.

Portland—A new St. Helen's hall will rise on site of burned buildings.

Flour going from Seattle to San Francisco via Hill line of steamers.

\$5000 to be spent on highway from Grants Pass to Crescent City.

C. D. Lamsen, Gold Beach, will build a 30 room hotel at Brookings.

Harrisburg—Linn and Lane counties to build \$60,000 bridge here.

North Bend—L. J. Simpson will erect an \$8000 dairy barn at Shore Acres.

Imman mine, Curry county, made clean up of \$15,000 gold for winter's work.

Condon—contract let to Everett Logan for \$2750 Congregational church.

Litigation ending, the Porter Bros. sawmill on the Siuslaw will operate.

Eugene—Congregational Church made 250 per cent profit on 50 cent dinner.

North Bend—Work of paving principal streets with bitulithic started.

Independence—Valley and Siletz railroad will expend \$300,000 on extension.

Grants Pass—Twohy Bros. expect to build 40 miles of railroad this year.

Governor of Idaho may call special session to enact state aid plan for constructing railroads.

Eugene council refused to enact a minimum wage law of \$2.25 for 8 hours, but enacted preference law for home labor.

L. J. Simpson who built North Bend and operates large industries, has resigned as mayor and will become a candidate for Congress.

Mr. U'Ren is forcing another Single Tax campaign and says the four elections on this subject have settled nothing. He will have four more.

Regulations of jitneys proceed along three lines: A monthly license, a surety bond to protect passengers against accidents, and a designated route of travel.

Struck a Snag

The steamer Telegraph encountered quite a snag just below this place Wednesday and rammed quite a hole in her side. The passengers were landed at the dock and she had just time to run across on the McAdams' sand bar, to avoid sinking. The Coquille river will soon rack second in fame with the Irish Sea in the matter of sinking boats.

EXPERT ADVICE ABOUT AUTOS

When adding electrolyte to a storage battery, should it be done when the battery is discharged, and, if so, how can one tell when the proper amount has been added?

Distilled water should be added before the battery is placed on charge. The solution should cover the plates. In some batteries the level is one-half inch higher than the tops of the plates. A battery can be tested at any time, and obviously the only way to tell whether it is fully charged or not is to test it in some manner, the gravity method usually being used.

What part does glycerin play in an anti-freeze solution?

Glycerin is used in anti-freeze solutions for the reason that it prevents the alcohol in such solutions from evaporating rapidly and thus preserves the power of the mixture to resist the cold.

I would like to have you tell me why I have trouble in starting my car when warm. Several times I have had to get help from some one who could spin it. Spinning always starts it, but this I am unable to do. It always starts readily if thrown into high when rolling down a grade.

The fact that you have no trouble in starting the motor when cold would indicate immediately that the trouble is not in the ignition system. If you will try a slightly richer mixture on the carburetor it may relieve the trouble. Another possible cause is that the valves may be adjusted too close so that when cold they close, but when warm there is an air leak that dilutes the mixture. Carbon trouble also acts this way at times, and if the motor has not been cleaned out lately it is suggested that the carbon be removed. Another possible feature which does come under the head of ignition is that the dry batteries may be weak.

In drilling holes in pistons to make them lighter how much can be taken off and how should they be drilled?

You can safely drill eight three-eighths inch holes equally spaced around the piston. In drilling place a cylindrical block of wood in the piston, the wood just fitting. This will prevent the metal from cracking. You can hold the piston under the drill with your hands.

Would a good iron rivet be suitable to rivet a front cross member to the frame on a light car or should it be put on with steel rivets?

Good iron rivets would be suitable to use on the frame of a light car. The principal stress endured by these rivets is one of sheer through the tendency to rack on the part of the frame. A great deal depends upon the manner in which the riveting is done. For instance, it has been shown in experimenting that a rivet is 65 per cent weaker in a drilled hole than in a punched hole and that by rounding the edge of the rivet hole the apparent shearing resistance is increased 12 per cent. It is also true that shearing resistance is probably less for double than for single sheer, and this is probably due to the unequal distribution of the stress on a drilled hole section. Experiments on the shearing strength of iron and steel rivets would indicate that the proportion of iron to steel is as 19 to 22.1. This ratio is said to be valid only if the shear is in a plane perpendicular to the direction of rolling, which would be approximately the case in your cross frame connection.

What are the advantages and disadvantages of the disk friction chain drive compared with other types of transmission now more commonly used?

The advantages of the friction transmission are that it offers an infinite number of gear ratios, is silent, cheap to manufacture and simple. The disadvantage is that the disk must be renewed every few thousand miles. This is a small matter, but worth noting, and the amount of horsepower it will transmit under the conditions found in automobile design is limited. Therefore it has never been used to any extent on large cars, but has found favor on some cars of medium size and on more small cars.

The gear set of my car is of the planetary type. When the low speed pedal is pushed down to start there is a knock heard from the gear set at regular intervals. What is the cause of it?

Owing to the speed of the motor in starting out on low speed the knock you speak of possibly is at the outer bearing or transmission shaft bearing, where the car is cranked. The dust and dirt continually working in this habit cut out the bearing efficiently to produce a knock at this point. This bearing has a babbit lining and must be poured to fit the shaft.

Please explain whether there would be any advantage gained by fitting aluminum pistons?

Aluminum pistons are lighter and reduce the vibration because of their light weight. The expansion of aluminum under heat is greater than that of cast iron, giving great difficulty in determining clearance.

Roseburg—Engineer for Kendall Bros. designing \$500,000 sawmill.

Forest Grove will improve streets with macadam at \$1.00 to \$1.50 a foot.